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A COMBINED LOCATION & DESIGN PUBLIC HEARING

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F1-1(2)
U.S. #2 (From M.P. 65 to 69)
LIBBY - KALISPELL

AT

HAPPY'S INN

October 14, 1981

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Transcript prepared by
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NOTICE OF A COMBINED HIGHWAY LOCATION AND DESIGN PUBLIC HEARING

A Combined Highway Location and Design Public Hearing will be held in the Meeting Room at Happy's Inn, on Highway 2, half way between Kalispell and Libby, Montana on Wednesday, October 14, 1981, at 7:30 p.m., relating to the proposed location and major design features of U.S. 2 between Libby and Kalispell beginning at the Lion Springs curve and extending easterly 3.3 miles to the end approximately 1.3 miles west of Loon Lake.

The project will consist of two 12-foot lanes with eight foot shoulders, a 12-foot climbing lane, grading, drainage, plant mix surfacing, signing, striping, seeding, along with some additional right-of-way.

A copy of the Agency Impact Determination report on environmental considerations, along with maps, drawings and other pertinent information relating to this project will be available for public inspection and copying at the Department of Highways offices in Kalispell and Helena, Montana. The tentative schedule for right of way acquisition and construction as well as relocation assistance will be discussed.


INVITATION IS HEREBY EXTENDED TO ALL INTERESTED PERSONS to attend said hearing, and if they so desire, submit written briefs or verbal arguments either for or against the project. Written statements will also be accepted for ten (10) days following the hearing by the Department of Highways office in Helena, Montana.

Dated this 9th day of September, 1981.

Project(s): F 1-1(2) Libby Kalispell
U.S. 2 from MP 65 to 69



Gary J. Wicks
Director of Highways



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The following is a transcript of a Highway Department Public Hearing held in the Meeting Room at Happy's Inn on Highway 2, halfway between Kalispell and Libby, Montana on Wednesday, October 14, 1981, at 7:30 P.M. relating to the proposed location and major design feature of highway U.S. 2 halfway between Kalispell and Libby. The project is 3.3 miles long and begins at the Lion Springs curve and extending easterly to the end approximately 1.3 miles west of Loon Lake. The project will consist of two 12-foot lanes with eight foot shoulders, a 12-foot climbing lane, grading, drainage, plant mix surfacing, signing, striping, seeding, along with some additional right-of-way.

The following Department of Highways personnel attended the hearing:

Howard Stockwell, Office Engineer, Kalispell
Dick Chrest, Right-of-Way Agent, Missoula
Wayne Walters, Area Engineer, Helena
Bill Stephenson, Assistant Manager-Public Hearings Unit, Helena
Dan Bartsch, Manager-Public Hearings Unit, Helena

T R A N S C R I P T

D. BARTSCH: First of all, to begin the meeting, my name is Dan Bartsch, I'm the Manager of the Public Hearings Unit for the Department of Highways, Bill Stephenson here is my assistant and between us and together we travel most of the State handling most all the of the public meetings and information meetings and formal public hearings that are held on the projects in the State. This evening we are here to talk about a Combined Location and Design features of this proposed project up in this area on Route 2. Wayne Walters is here in front who is an area engineer out of the Helena Office. He will give a little outline of the engineering that has been done so far and environmental studies that have gone into it so far and find out where we are going to go from here and if we are going in the right direction. From our Missoula Office Dick Chrest is here, who is Right of Way Agent. Dick will go over the basic right of way procedure that's involved and that's required when we get to that point in the project. Howard Stockwell is standing up in the back there, some of you may know Howard as out of the Kalispell Office. He is, I believe, Office Engineer. Okay, and Howard handles the plans and deals with a lot of the activities particularly when the job gets into the construction phase. He is representing Tom Barnard who is the District Construction Supervisor out of Kalispell. Tom is at a meeting in Helena tonight. Loren Dolan some of you may know is also standing at the doorway who is a Designer. He gets involved in seeing that the plans get where they are supposed to.

As I mentioned, it is a Combined hearing, we want to talk about the location, there are some people that feel that we should be swinging in a different direction or going some other way why we want to hear about it. Also a little bit of the details, the design of the road and possibly some of the water and access problems that might be involved. We want to hear about those. The financial picture as you probably all have heard all the news reports is very bleak and it's

very uncertain and we also wanted to repeat that on this project tonight. Couple of the elements about the job is at this point, it is beyond our immediate 5-year planning program. So we do not have a specific letting date. What will happen in the next year or two when the process for selecting projects is revised and there is quite a study underway as to the selection process. It will hinge on job necessity and it will hinge on financing, whether that will change or not we don't know. So, as far as that is concerned it does look like it's quite a ways down the road before we will expect construction. However, like many of our highway jobs there is a lot of engineering and studies to be made. We are proceeding in getting as much done as we can, so that if it is on the shelf, ready and designed, if by chance money shows up somehow, why we will at least be ready to let the project. So, that is about all I can explain to you why we are here this early in the game. As we expect if the funding continues at least at the same ratio presently the Primary Highway funds is split between federal funds share in 78% and state funds produces 22% of the cost of the project. We have no idea if that will change or what it will change to.

My public hearings I try to break into three parts. I have Wayne give the engineering end and in this case Dick will go over the right of way steps and the third part will be the discussion and the question and answer and the comments session in which we want to hear from you people. So, if a question comes to your mind and we don't explain it clearly or don't mention it at all, keep it in mind and we will open it up to discussion and maybe address it if we can, if not why we will take it as one of your comments and one of your thoughts on the project, and hopefully resolve it and take it into consideration as the design gets further down the road. I think that's about all you have to know at this point. I will have Wayne start us off on the engineering and then we will go from there.

W. WALTERS: Thank you, Dan. Pleased to have such a good turnout. I would like to apologize for the cramped quarters, but I guess we will just have to be friendly tonight. This project is called Libby to Kalispell, more specifically it begins at milepost 65 to milepost 69. The project is 3.3 miles long and begins at the Lion Springs curve and extends up through the Elk Hill curves and ends after you break over the top and have good sight distance it ends at this location which is about opposite Loon Lake. We are planning on, due to the heavy traffic on this route, building a 40' roadway, which would have two 8' shoulders and two 12' foot driving lanes. That extends up to this location where we have justified a climbing lane on which we cut down one of the shoulder widths to 4', so in essence we are making the road 8' wider and we add a 12' climbing lane. So that's depicted by the blue line which starts at about station 140 and extends up over the top of the hill and down the hill to where we have good sight distance and the trucks have a chance to accelerate up to where they can merge back into the traffic flow. This will help break up the truck movement, but it will help break up the queue of traffic that build up during your peak traffic season.

The project will involve grading, gravel surfacing, plant mix surfacing, drainage, top soil seeding, signing and striping, and guardrail. This project that we are looking at here was originally constructed in 1942. There was some safety work done which I believe consisted mainly of guardrail in 1969. A little bit of the history; when we first started looking at this piece of road, long stretches of U.S. 2 are getting very old and particularly by today's standards, amount of traffic that it has to carry and we just don't have the funds to rebuild all of it like we would like, but we started looking at this project because of the accidents that were happening on this curve and on this two sets of curves here. It involved heavy construction and was more expensive than what we could finance out of our limited safety project funds. At that point we converted it over to a reconstruction job to be funded and compete with other projects on the Primary system.

These two sets of curves were so close together that by the time we started balancing out the earthwork we were getting from one location to the other that we had a quite short segment in between on which you would have two transitions you know back down to the existing 26 to 28 foot roadway and then back out again. These transitions tend to have a worse safety record, you know, then either the new part or the old part of the road. People are merging and trying to jockey for position, and so at that point in time we extended and hooked the two jobs together and made it one project. It goes from this location 3.3 miles up toward Loon Lake. We were originally looking at a location mainly concentrating on fixing this curve here that cut across like this and came on this side of the maintenance shed, but that would have involved two bridges would have been required over the Fisher River at this location and this location which are quite expensive. Those bridges would have been on a curve, a 5° curve, at the bottom of a 5% grade which we felt with your climatic conditions where you have a lot of icy roads and the bridge decks do freeze faster, it would be better than what is in there by quite a bit, but we could expect some safety problems with icy bridge decks on that curve. Due to the expense and the safety aspect then we looked at moving the line over here and we were able to save about \$900,000 by moving over to the yellow line. We have improved safety, the line better fits the terrain, and so that's how we got on this location here. The total project now anticipates the cost if it was built in the fairly near future to be about \$2,000,000. So we saved about a third of the costs by getting rid of those two bridges and fitting the terrain better.

We developed what we call an Agency Impact Determination to evaluate the environmental aspects of the project and I believe Dan Bartsch has a few copies of this available if somebody is interested in having a copy. As far as the environment goes we have reduced our impact by not having to build these bridges. About in this location the river is quite close to the highway and we anticipate putting in a short section of bin type retaining wall to try to keep out of the Fisher

River. It's been channel changed an awful lot and the Fish & Game is quite reluctant to have much more impact on the stream than is absolutely necessary. In this location we are also required by the President's Executive Order to evaluate our impacts on wetlands and in this area which is an old meander channel of the Fisher River which was cut off in 1942, we do have a swampy area there. At Public Hearings we are required to solicit comments on what you people think is the significance of filling in that wet area. Whether you feel that we should be trying to replace that wetland or to just accept the damage we would create as perhaps not being so significant. This line does impact the picnicking area around Lions Springs.

Loren Dolan has some of the cross sections that we would be happy to, in this area and the rest of the job, to go through them with you people that have an interest in the particular design elements of where the right of way goes, how high the fill is going to be, etc. We can go over that better with you on an individual basis going over the plans looking at your problem area. This will not be a controlled access highway. We will try to perpetuate all of the existing approaches that are still required. We would like to have testimony on that tonight, particularly if some of you have an approach you really need or you have an approach nobody uses anymore. We would like to solicit those comments. Most of the land, I believe, along the project by St. Regis, we feel that this project would really improve the safety of the people who have to travel U.S. 2. I believe that's all I have, Dan.

D. BARTSCH: Thanks, Wayne. I think you did touch on the things I know we are to comment on. So, at this time, Dick, if you would go over the basic right-of-way steps for us and then we will get into discussion.

D. CHREST: This project will not cause any displacement of any persons. However, the Highway Department does have a relocation policy, and we will provide housing payments, moving costs, and incidental expenses, and advisory assistance and any other services to persons displaced by the highway construction. These payments are made above any right of way settlements that we may make with the landowners.

Our process for acquiring right of way is the first thing we do is we contact the owners and find out if there is anything peculiar about the land or anything we should make special notice of. Then we go around and try to find sales of comparable properties and our offer to landowners are based on what comparable properties are selling for in the area. Our right of way work usually takes about a year from when we start contacting people to when we start actually negotiating to buy the right of way.

D. BARTSCH: Okay, Dick, thank you. I guess the other fact is that since it is that far out in the lead time, we haven't got into the right of way details very much and probably won't be able to answer to many specific questions as far as that goes. But that gives you a little idea of what will happen.

Okay, as I mentioned and made a little issue of the microphone, I did only bring one out here. I guess I kind of anticipated we wouldn't have to many here. But the cord is fairly long on here and I would like you to have the mike fairly close in front of you and we can pick up the comments and be able to address the comments here or later on. From this tape we will prepare a transcript that we furnish to many of the federal, state and local governmental agencies and engineering agencies for their review. We also provide a copy of it for anyone who wishes one, the speakers, anyone else who would like a record of it, so if there is anything pertinent in there that they are concerned with they will be able to refer to it. So, for that reason I would like to have you make sure you use the mike, identify yourself, and just shoot from there as far as any comments, questions. We would like to hear, as Wayne said, support for the project, any specific interest that you would like to make sure we consider in the design. If you know of some circumstances that may affect our design or the construction we would like to hear about those. If you support the project, we would like to hear about that so we can tell the bosses we are on the right track and so forth. So, at this time is there anyone that has a question that's come to mind, or a statement, or anything of this nature that they would like to get us started on our question/answer period? Any of the County Commissioners? Yes, sir, this gentlemen here...

F. NELSON: My question is the present grade of the hill section, what we call the Elk Hill section from 200 on down to about 140 in there. Are you going to have approximately the same grade as is in the present road system?

D. BARTSCH: Okay, Wayne or Loren.

L. DOLAN: It will be somewhat flatter, flatter grade. I think, I believe, it's right around close to 6%, but I believe the present grade in some places exceeds that, it's steeper then that.

F. NELSON: What I question then would you start cutting beyond in your design would you start moving some of that material from beyond station 200 down to that fill area around 180 and in that area, would you be cutting that top of that hill off there, and start moving that material down?

D. BARTSCH: Okay, I guess, Loren, if you know about what the elevation at the crest of the new compared to the old that will give us some idea, and if you are going to start your climb a little sooner then we are presently.

L. DOLAN: It is kind of hard to say that I've got the cross sections and the plans here showing the construction limits, but there will be quite a bit of cut all the way through on the uphill side. Then there is two areas 180 and back of about 155, there will be a heavy fill on the bottom and (someone else talks in the background)

F. NELSON: Yes, but that is what I am questioning. I'm wondering why we are leaving so much of the old alignment when you are going to have the third lane and if you start cutting back around 200, why can't you start lowering that all the way through and moving that dirt out ahead and I realize you are going to have some fills around 180 and a big fill about 155, something like that. Why can't we extend the hill and start moving this because we are coming up the hill at 4% from Loon Lake there all the way up to the crest there about 180, just before you hit 180, well let's say about 190 in there. Why not move this material forward and use as much as we can of the present road system with the third lane on, as we are facing it, as we go towards Libby, would be on our left, that's correct because it's a downslope in there anyway and we wouldn't be taking so much of the timber products out of production and using so much new area over.

W. WALTER: It's mainly getting the horizontal curvature flatter, that was the combination of the horizontal curves in here with the downgrades that are making it so hard to negotiate and contributing to the accidents and we've got a 5° curve this way and a 4° back this way that are quite close together and we would have to steepen this curvature up quite a bit besides the grades and this is our heaviest construction area of the job and our construction limits are going to be quite wide through here. By pulling these grades up a lot of the old road will be covered up a lot more than you think of just looking at the photographs.

F. NELSON: I was wondering why you couldn't pull that tangent around 200 out towards the north a little, and, to the south there and as you are cutting down you would lower that whole works through there and you would come across, you would still hit around 170 where you got that location in there some place in your present maybe below that. I still see that you could get rid of a lot of that curvature, that tight curvature by starting to move dirt forward from quite a ways back and cutting down already starting down the hill there would be less fill involved in some of that area. I don't say you are going to be all the way through, because I can't tell much from the cross sections on this thing or anything like that.

W. WALTERS: Why don't we go over the design with you after the hearing a little bit more and show you the plans which you can see it better then. Another thing that is involved, you know, for the construction, it is always desirable and cheaper if we can haul the dirt instead of like hauling dirt from here up the hill and over to build road on the other side, if you can haul dirt down the hill. That's another element we considered.

D. BARTSCH: The gentleman's questioning something maybe we didn't really address and probably just enter it in the record as something to consider, and that is trying to reduce the amount of width of new surfaces being disturbed. Basically, staying closer to the alignment and therefore the new cuts and new fills will not get into new ground as much. Is

that kind of what you said at one point? (From the background, basically, that's right.) Okay. I guess that's about all we can do. We can look at the plans to see if that is feasible and maybe it's not. I don't know, but it's something we should look into. Okay, fine. Good point that we should be looking into. Someone have any other concerns they would like to comment on? Wayne invited comment about any of these approaches that may be accesses back off the projects somewhere, besides St. Regis' use of the lumbering, but does anyone else have any interest in any of the approaches along the project? Gentleman here, please...

- B. HOLIDAY: I'm just inquiring about the through the Lions Club picnic area and then that wet ground that old channel change you wondered about. To me that wet ground would be unimportant, it could be filled very easily and I believe that there is about eight crosses representing eight deaths at the Lions Springs and by straightening it out I don't believe that the Lions picnic area would be as much loss as maybe one or two lives saved by making that change. Thank you.
- D. BARTSCH: Okay, so you support that design to straighten it out, safety is more important than those two items.
- W. WALTERS: I have a couple of other things I'd like to ask you to comment on. We are not planning, because this is a reasonably short job, we're not planning at this time to fence it. We know there has been consideration and concern about fence along a lot of U.S. 2, but on a short project where we're having quite a bit of concern about the money and getting enough money to even build the job. If we did fence it, you might quite likely get animals trapped within your fence, you know, coming in from each end. I wanted to bring that out. Then during construction with the heavy construction along the PTW, particularly in here, we were wondering what you people might think about some sort of detour system, that can save a lot of money, if we can move some of the traffic out of the construction area. I was wondering if any of these roads are feasible that we could kind of upgrade a little bit, to use for a short period of time for construction detours.
- D. BARTSCH: Anybody use those some that could comment on that for us?
- B. HOLIDAY: The old number 2 that they used prior to 1942 is along parallel. It would take a little widening out in a couple of places where the clay has slid in, but most all of that could be fixed without very much problem to use as a detour all the way through that. It comes out right at Lion's Springs and leaves the McKillup Road near Loon Lake. That's it where you are pointing your fingers at, that's correct. No, it comes, yeah, like that.
- D. BARTSCH: Okay, that's the road that just is the next one to the south of the present travelled road parallel comes back in about station 141 and again it leaves the present road after, as you are well into the curve

at 180 and goes south and makes the loop around, I was just identifying that for our records, so that we would have a short area in here right in the middle of the heavy construction that we would have to try to work out something or not have a traffic control problem during construction if that's the way to go. Okay, Wayne mentioned fencing. If we did fence both sides, there is no fencing that we know of, any cross fencing that establishes any closures and we would have the parallel fencing with no ties to the ends. In this particular area, is anyone aware of any reason why we should be looking at some fencing either one side or the other, and of course, that's primarily for cattle, open range cattle to keep them off the road. Nobody knows of any reason? I see a few heads go no, so I presume that should not be of a concern or a problem for us, okay. Okay, anything else, we don't know of any irrigation that's handled through here. Anybody know of any water problems we might have except normal surface drainage, that we will take care of. Yes, lady back there.

B. SORENSON: I don't know if it's relevant or not, but you say this project is maybe five years down the road, is there any plans for any guardrails in the meantime on some of these bad curves, especially that one down there by Lion's Springs?

D. BARTSCH: What was your name please? Barbara Sorenson. Okay, Mrs. Sorenson, I guess that's one of the items that we were maybe looking for comments on. I'm personally not familiar with the amount of guardrail that is or isn't there that could be put in.

B. SORENSON: Well, I'm from Washington State. I've lived here a little over a year, and I would say that's the one thing I noticed the most about Montana highways, is the lack of guardrails. And on some of these very bad curves, when you have ice conditions, and you don't know the road, then it is bad.

D. BARTSCH: Okay, I guess, Wayne, take that as a comment to look into in a short term?

W. WALTERS: On large portions of U.S. 2, we could, I wouldn't want to get your hopes up, but we could spend almost all of our construction funds that we have statewide on the primary system. Guardrailing, we really need it on U.S. 2, so I wouldn't want to get your hopes up. One of the things on that curve there is maintaining that approach for the Lion Springs Campground. You have to kind of end that prematurely. There is some guardrail on here, but to maintain this is opening, instead of, you know it would be nice to continue right on around the curve, but to maintain access it is left open. We will consider that, that would probably be a safety item to be funded out of our safety funds. I will have them analyze that in light of the time delay we are going to have and see if they figure it's warranted.

D. BARTSCH: Another comment, please.

B. SORENSON: It's a different area, of course, then what you are proposing here, but there's so many of these areas where the highway is so close to water and these are the areas that I think are bad. You know you go off into a ditch it's one thing, you go off into a lake, it can be a whole different ball game. Your Loon Lake area and then even down the road McGregor Lake, that highway is right on top of that lake and no guardrails whatsoever and there's a few crosses there too.

D. BARTSCH: Okay, fine, thank you, by this I'll alert our designer down in the safety department and tell him to make a note of that page that this is on. Thanks a lot. Anybody else have anything else they would like us to bring up or that we missed. Most everybody approved the project I presume, they'd like us to get going right away. Is that right?

SEN. B. HAFFERMAN:

My name is Bill Hafferman, and I'm pleased that you are at least making a start, because when I first came to the Legislature in 1961 and this is one of the projects that we went down to the Highway Department and asked couldn't you please do something about this Elk Hill, and they promised we will put it on the drawing board and think about it. But that's all they've done for the years, but that's all they done is think about. And I'm please to see that you are at last putting it on as a project.

D. BARTSCH: Okay, thank you, I hate to hear you say that date because that is quite a while ago.

SEN. B. HAFFERMAN:

One thing we have been fortunate with sometimes in Montana is that by trying to get the plans developed and projects ready to go, even though the funding looks pretty bleak, sometimes the federal government has at the end of a fiscal year has said okay the state's that don't have their jobs ready to go, sometimes that money goes into a big pot and sometimes we are able to get some extra money that we normally wouldn't have gotten and we try to get as much of that as we can. I believe that this last year we got something like \$15,000,000, most of it was on the Interstate system, but we do try to get as much out of our dollars as we can and get as much of somebody elses as we can, too.

D. BARTSCH: I recall that now, hearing that we did get some money that some other state's didn't have jobs ready and we do have several other jobs across the state that are sitting on the shelf waiting and we will get this one in the same status as soon as possible. Gentleman here, please.

G. MILLER: I'm Glenn Miller from Libby and I think that it's great that we are at least taking the first step to do something about these two curves that have taken many lives and caused many other accidents and

injuries and so on. I think it's great to move ahead and get these on the shelf so that in case funds do become available, that's just good business and the way we should operate. I have a question on the safety funds. As I understand it those must be fairly small amounts of money for guardrails or something of that nature. I would appreciate something just a little further clarification.

D. BARTSCH: Okay, I know that when a safety project is looked into they analyze just how much it is going to take for that particular job when it starts to get heavy, heavy construction and heavy heavy high high costs on one job, I know they really take a second look. But, Wayne, do you know what the total pot is, or how they distribute that?

W. WALTERS: Well, I don't know the total pot, but I know the money is earmarked, a small percentage of the money is earmarked and must be spent on safety type work. And we are also required to computerize and keep track of our accidents and we have done that since about 1974. The various accidents that are reported by the Highway Patrol, whether they be property damage, injury or death, and they have a statewide program to identify high hazard locations which they did do on this one. These two curves were identified as high hazard locations because of the accidents they were having there. Then they prioritize these locations, and try to come up with, you know it's very difficult to put a price on a life or personal injury, but they try to come up and spend this money where it does the most good. Consequently, with the limited funds that they have, their projects are generally low cost projects. Which is guardrail, slope flattening, left turn bays at high accident locations, right turn bays, one job that comes to mind, we have done several in this area, is on U.S. 93 down south of Kalispell where we have concrete jersey rail. Maybe you are familiar with that. That was put in with safety funds. A flasher was put in, but when it does get into this type of construction, they just don't have the money to do that.

B. HOLIDAY: I just didn't quite follow all your things. Did I get it that while this is a high hazard road job, because it is too costly it wasn't worthwhile? It kind of seems to me that if a person figured costs on this, we counted tonight there were 15 crosses tonight and I think there should be about 23 along in that stretch that you're making. Well, that's 23 lives that are gone and there's probably been at least 10 accidents that weren't fatal and at each one of them looks like the property damage alone would be something considered. Hopefully, this would be considered real high even though there is quite a bit of construction.

W. WALTERS: Well, what I was saying is that the limited funds that they have available for safety there wouldn't have been enough money if we would have taken all the safety money that was allotted to the whole state to build these with safety money. That's why it had to revert back because of the expense. The \$2,000,000 be put into a reconstruction type program which then has to compete with other reconstruction

projects. Is a lot of the safety work, they are looking at jobs around \$100,000 price range, and when it gets up to be \$2,000,000, they just don't have the resources to be able to build it.

- G. MILLER: May I ask one more question, Glenn Miller again, from Libby? As I understand, I guess my question would be this - That in prioritizing projects is the loss of life, injury, safety, considered as one of the factors in considering which projects will go first, and so on and so forth. And what weight does that carry in relation to other things, if any?
- W. WALTERS: That is done by the selection and letting is done by another Department. Once those selections are made we are mainly responsible for developing the plans and getting them ready for construction. We do have what we call a needs study that is developed statewide on all the systems, and what goes into those needs is the traffic volumes on the highways, the condition of the foundation and the surface, the width of the roadway, which reflects the safety and the safety is given in that sufficiency study which is used to select projects is given I believe 20 to 30% where a lot of the other elements are given like 5 and 10, so it is given weight that way.
- D. BARTSCH: Okay, this lady back here, please.
- V. CLINE: Could you tell me what the traffic volume would be on this highway compared like to 10 or 10a or down that way?
- D. BARTSCH: What was your name please? Mrs. Cline, you wanted to know what some of the traffic volume comparisons are. I know he should have the traffic counts on this, both presently and expected in the future.
- W. WALTERS: In 1980 we had 1100 cars a day, this is called an average ADT, and that's some days you'll have a lot more and some days you will have a lot less, but on what they depict statistically is the average day. We had 1100 cars. We anticipate there will be about 2000 cars a day in the year 2000. That's for Montana a pretty high volume road, for other states more populous, it's not a very high volume road. We do have quite a few trucks on this road heavily laden and due to the traffic this does reduce the carrying capacity of the road because they slow down, particularly where you don't have a lot of sight distance for passing. I was trying to think this compares to up around here, I hope you don't quote me on these figures because I'm just remembering. On U.S. 2 up around West Glacier where we are considering putting in that four-lane and the two-lane up there you've probably heard about that, they have a projected traffic of about 4,000, which would be about double what it is here. On 93 between Polson and Kalispell, we have traffic of about 2,000. Is that right, Loren, can you remember on that job you've got down there? On Elmo-Rollins? I think it is similar traffic volumes to what we have here. South of Polson towards Missoula then it would be higher again as you get closer to Missoula.

- V. CLINE: I was wondering because that kind of comes clear across the State in the north there, then they kind of split and go to the south, and then about average half of them come this way then.
- W. WALTERS: Now this is a high volume of trucks using U.S. 2.
- R. BECKERT: I'm Rick Beckert from Libby. The road you are considering for a detour, would your upgrading of that would you feel that you would have to make that a two-lane road all the way through there?
- W. WALTERS: That would have to depend on the expense, you know, if we weren't able to get two-lanes in there, we would have to run the traffic with pilot cars, hopefully try to get it at least two-lanes so that although it might be low speed, 25, 30, 35 mph. We would try within the fiscal constraints to get it two-lane. If we couldn't get it two-lane and we had to carry it through construction, we would have to carry that with pilot cars and when you mix that in with the construction equipment and the flagmen and stops and stuff that are required, that's where the construction costs from the contractor really jump up especially when you have you have the fairly high volumes like we would have here in the summertime.
- R. BECKERT: How long a period of time would you be talking about for a detour?
- W. WALTERS: What would you think, Loren, maybe a couple of months?
- R. BECKERT: The other question I had, does your \$2,500,00 or \$2,000,000 project costs include costs of right-of-way acquisition or is that on top?
- W. WALTERS: That's on top. Those are construction figures for the construction, what we figure the contractor will bid on the project. With the inflation rates we are experiencing, that could really go up, you know, as the project is delayed.
- R. BECKERT: Is that today's dollars or is that mid-point of construction?
- W. WALTERS: No, we've estimated that would be if we let the project in the next year or so. We are trying to second guess what inflation will be, but if it's reasonably soon, it would probably go for about \$2,000,000. Just to give you an idea of the burden that we are under, the plant mix oil which is a heavy ingredient in our highway construction, except like in this area where you do have an awful lot of dirt to move, but out the flats where you're building a road with not to high of fills, your plant mix is a significant portion of your costs. In 1970 plant mix oil costs us \$29/ton and today it's \$200/ton. We have experienced about a 600 and some percent increase in that cost.
- D. BARTSCH: I don't know whether that tells us anything, but I know it tells us that oil went up like crazy, but the overall inflationary rate, of course, seems to be in the construction area busines has been somewhat at a higher rate then the general inflationary rate. That \$2,000,000

is in about today's dollars, more or less. Right of way wise, I don't know how much utility is involved, that would be part of right of way costs, utility moves. If the primary ownership through here is St. Regis and just a very few private owners, the right of way costs probably would be a normal ratio of the project or even a little less. Right of way costs usually is a fairly small percentage of a total project cost. I don't have any idea that we ever got an estimate yet. I doubt it, Dick, on what that might be. Anybody else have any comments at the moment? Okay, while you are thinking about it, I'll give you a couple of other items, that I mentioned they are recording and the transcript preparation. Another thing I did have, Bill had one or more of these books around. We have it set up here so we ask you to put your name and address down and we then have an idea of how many people were here and who they were. We try to build a mailing list and we usually add all these people to the mailing list of it, at least the next notice of the project. The first thing that will go out after this will be the transcript. So, I have a column there, if you wish a copy of the transcript, either check it or leave it blank or yes/no. The people who have already said yes/no. If you were a speaker, I see some yes's and some no's already on there, and if you did speak why if you would let us know. The biggest information there is the gal who does the transcription when she comes to a name referred to and it's on here, she can get the spelling right and that's about all that's used for. The other column is if you want a transcript, we'll put you on the mailing list to receive one of those, when prepared. After we have analyzed all the input and got all the other clearances we need through the engineering staff, they will make a determination whether the location and design is acceptable and is workable and they will give the approval for that. When that is completed and approved, I send out a one sheet notice that the location and design as presented at the public hearing has been approved. At that point then they proceed with the completion of the detailed design and all the plan preparation, right of way plans, and so forth, and then when that's done then it's "sitting on the shelf" waiting for some money to go ahead with it. So if you didn't get on that list, why and you'd like to be on for one or more of those pieces of information, why please be sure you are. Anybody here who has other comment or thought comes to their mind and would like to include that in this testimony, if you would write into the Highway Department letter, note, card, whatever, within the next 10 days officially and unofficially a little longer then that they will still get in the transcript.

On the gold colored pamphlet on the inside back sheet is the address of the Public Hearings Department, just address that to that place and that will get on the record and sent up to Wayne so that the engineers can look at it. If someone is not here this evening that you know of that may have a comment or would like to include some information, if you would pass that on to them. Give them an opportunity to make their thoughts known also.

Written comments. Someone have a comment down their. Into the mike. (Just looking for the book) Okay. At this point that's about the foreseeable future of the project and the activities that will be taking place from now on until we get that on the shelf condition. Anybody else think of anything else? Okay, Wayne said we should have some preliminary plans that anybody could look at. Gentleman would like to look at the construction widths and a little bit of the idea of that heavy fill area. Since if no one else has anything, why I'll close the official part of the meeting and we get some coffee afterwards. I want to thank you very much for your attention and putting up with our close quarters. Thank you and good evening.

DB:snk:201Q

I'm very much in favor of this project.

I believe we should not wait the five year, because this road is quit ~~to~~ dangerous in the winter months,

I believe ~~you~~ we should find funding from other ~~to~~ sources like the coal taxes

Donna Bronps
P. O. Box 326
Libby Mont
59923

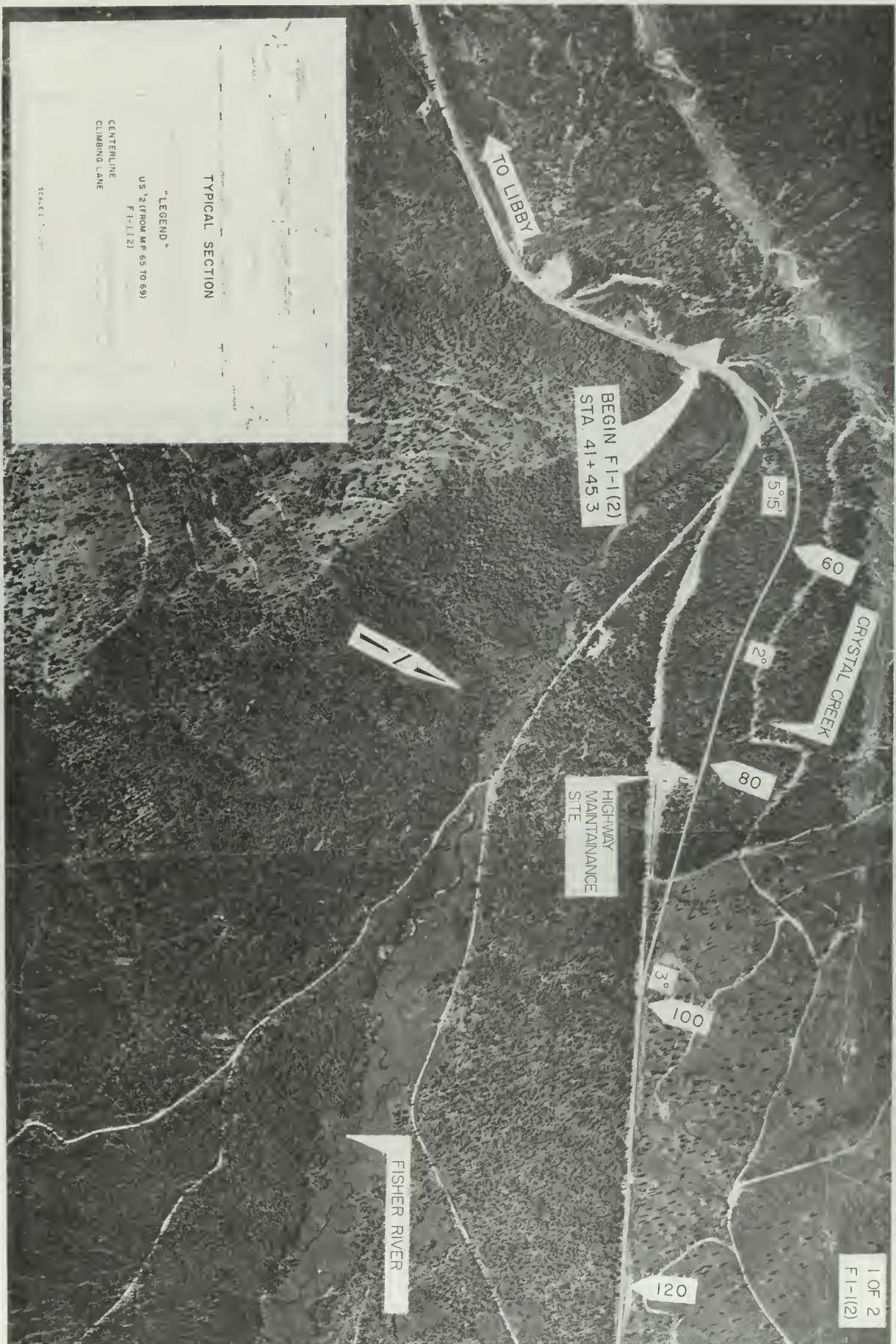
Deary, Wash
Oct 14, 1981

Highway 2.
Meeting at Pappas Inn

I'm in favor of the project
(Libby to Kamspeck Highway Project)

If we are so short of funds in the
Highway Fund and can't start before
five years, I suggest we use
some of the coal tax money and
get this project started in '88"

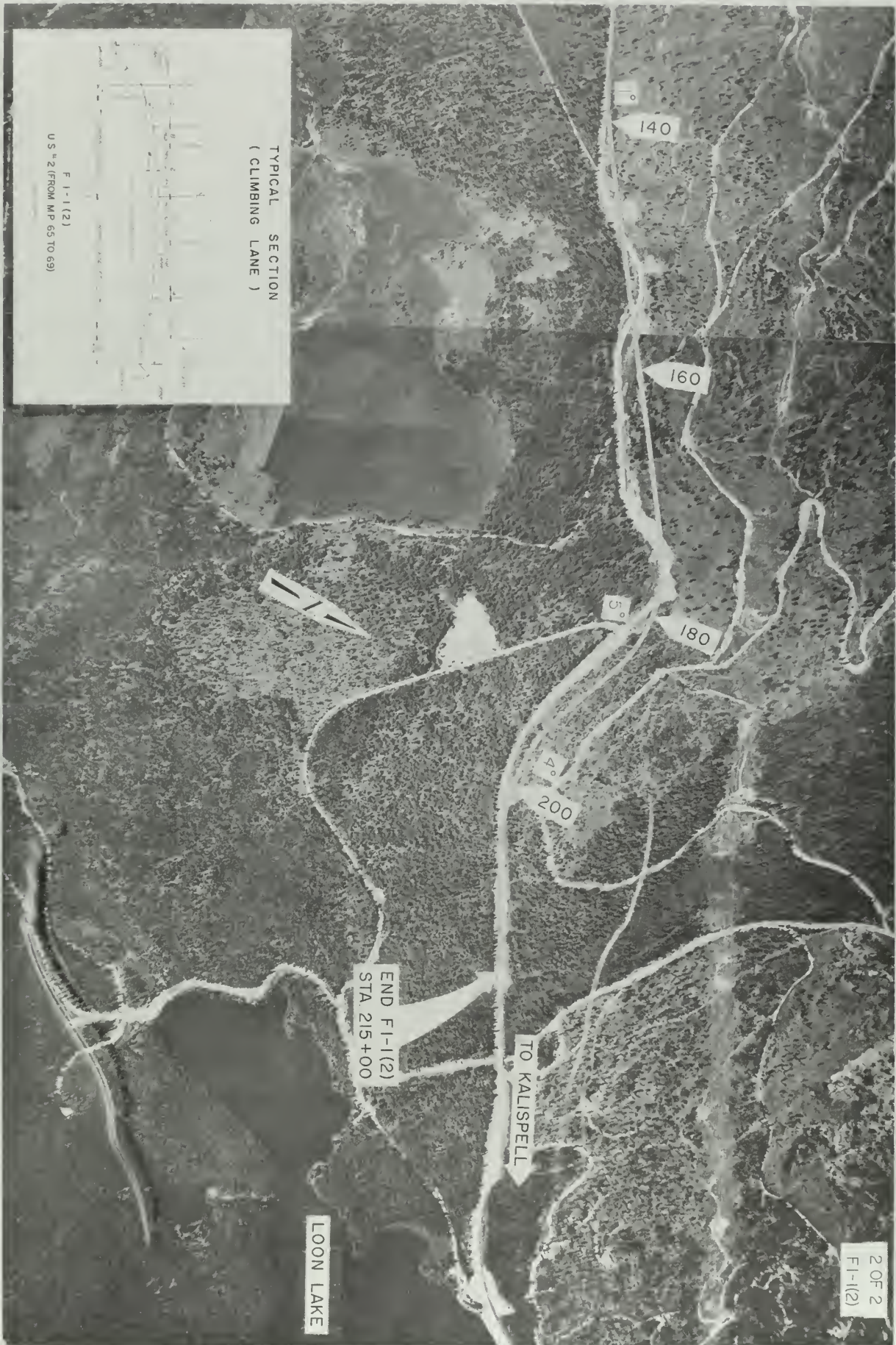
Thank you,
Alice Priest
Rte 2, Box 628
Libby, Mont.



TYPICAL SECTION

"LEGEND"
US 1/2 (FROM MP 65 TO 69)
F1-1(2)
CENTERLINE
CLIMBING LANE

SCALE: 1" = 200'



2 OF 2
FI-1(2)

LOON LAKE

TO KALISPELL

END FI-1(2)
STA 215+00

TYPICAL SECTION
(CLIMBING LANE)

F I - 1 (2)
U S # 2 (FROM M P 65 TO 69)

